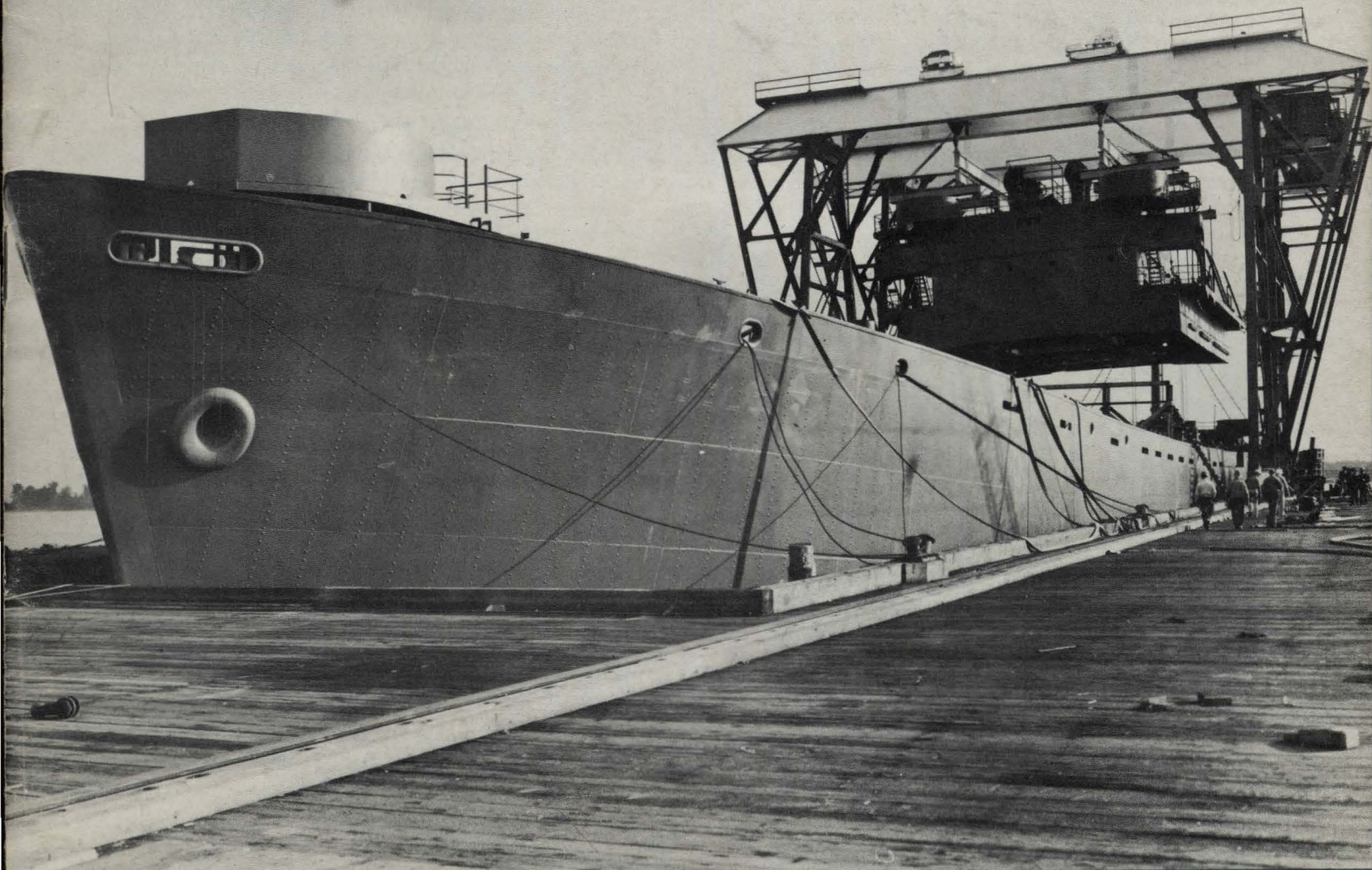


October 22, 1942

Vol. 2, No. 20



The
BO'S'N'S WHISTLE



OREGON SHIPBUILDING CORPORATION * KAISER COMPANY, INC., VANCOUVER AND PORTLAND



AFTER THE

From an Address by Henry J. Kaiser

Henry J. Kaiser gives you his analysis of what is in store for all Americans in the period following a successful termination of this war. These quotations are from Mr. Kaiser's speech at a testimonial dinner in San Francisco September 29, given by business and civic leaders in honor of his vision and untiring production efforts in the fields of war production.

☆ ☆ ☆

"I wish I could raise my voice just once so that it would reach every man, woman and child in these United States and say that we not only do not need to have a post-war depression, but, on the contrary, the very day that peace is declared America can enter on the period of her most promising prosperity; her greatest agricultural and industrial expansion; her greatest individual and social opportunity, and last, but not least, her greatest chance to

become the hope of the nations of the world which will set themselves to the gigantic task of rebuilding the devastated areas.

"Building is my business and I do not hesitate to say that the rebuilding of the productive wealth which this war has destroyed is going to be the greatest job which man has ever tackled. I shall be the very last to urge that there is any benefit in war, but, nevertheless, we have the right to contemplate at least one extraordinary prospect. We are getting rid of a lot of junk. The obsolete, the out-moded, and the worn-out is being melted down and fashioned into fighting equipment. Perhaps never before in the whole industrial era has obsolescence operated as extensively as it does today. When peace comes, why not turn the obsolete, worn-out, and ruined armament into the materials of reconstruction.

"We all hear every day about the "Brave New World" that is to emerge from this conflict. It is good to think about it and to talk about it—but it will never be a reality unless men of courage, with the will to work, set themselves now to the task of actually building, physically building, the kind of world we want to live in.

"What I have been saying leads me to express a concern which has been daily on my mind and heart. The war effort is being hampered; the full force of our morale is hindered; the effective power of our faith is checked; and our confidence is being destroyed by the constant rehearsal of anxieties about the post-war period. A very considerable number of men are fretting themselves because of tomorrow. In a general way, their thoughts run about like this: "What will we do with all this expanded plant and equipment when peace is declared?" "What will the new army of trained labor do when the war is over?" "What will be the effect of the present wage scales when the post-war depression sets in?" "How can we dare to invent and adopt new processes of production which render obsolete millions of dollars worth of capital and hundreds of tons of equipment?" "How can we ever service the huge debt which is now being created?" "What hope is there for international trade in a war-torn world?" Wherever such mournful pronouncements are uttered, they usually end in a solemn warning that America is headed for revolution and that the post-war period is certain to be attended by bloodshed and disaster.

"The only reason the pessimists fear the present development of plant equipment is because they think in terms of restricted production and protected markets? What



WAR...WHAT?

would they have us say to labor about the future? Do they expect us to issue a solemn warning that low wages and unemployment are the prospect? What would they have us do about obsolescence? Will they ask that we stop the march of discovery, invention, and improvement? What has America to fear from foreign competition? It will not only be humanitarian, but it will be good business, to assist in building up the industrial capacity of the world. As far as competition is concerned, we can take it from any quarter under the superb protection of our native ability to organize production for mass output in high quality at low cost. A sure road to a high standard of living is production—progressive, modern, courageous, and sustained production. This is a pattern that has never been adopted and it is high time that we give it a fair trial.

“The war is already showing us what the transportation of tomorrow will be. The toughening and the hardening of the lighter metals forecast the machine of tomorrow, which will give us the protection we can never again afford to be without. We have only time for a glimpse of what the future holds. At home our own markets will be drained dry because of our present emphasis on “war production,” and a pent-up consumer demand will be released immediately after the war, seeking satisfaction in every artifice and device which we know how to make. Discovery, invention and improvement, will all have the right-of-way. With vision and courage our inadequate highway system could give way to a vast modern network of communications already forecast in our great super highways which are in evidence leading to and from our great Bay Bridges.

“Industrial housing shows what can be done in the building of modern communities for the people who have a mind to work.

“The ships that now lie at the bottom of the seven seas must be replaced not in kind, but with swifter, faster, surer craft, in quantity to serve every need.

“The rebuilding of the cities, factories, farms, roads, bridges, mines and oil fields of Europe, Africa and China is in itself a task which if courageously undertaken could keep every wheel in America turning for twenty years.

“The feeding of Europe in the post-war period until production is restored is a prospect that stirs the heart as well as the imagination.

“Now, I am perfectly familiar with all of the stock arguments against such hopes, and I do not believe that any of them constitute a real barrier to the prospect. I know what they say about competing with European and

Oriental standards of living. I know what they say about the possibility of international agreements on raw materials and monetary media. I know the warnings against building up our competitors.

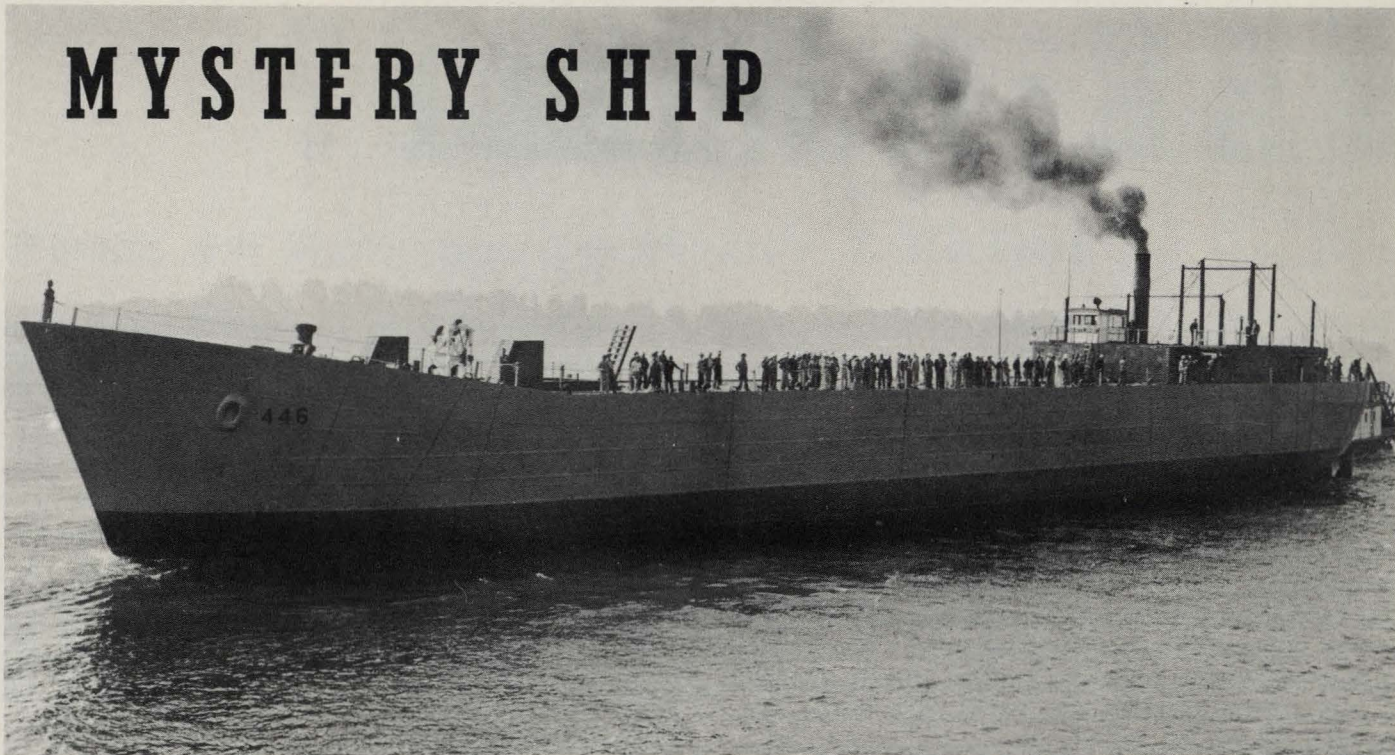
“If America would determine now to rid itself of every pessimistic forecast, we could take all of these issues in stride. Our only possible hope for servicing the American debt is production—and more production—on a scale and with a vision and daring never before undertaken. In the face of every former default we must lend generously and leniently to our prospective customers. Already there is a call for economic statesmanship and it will be met. If I may borrow a phrase from a well-known author—**AMERICA HAS COME OF AGE**. We are ready for the leadership which has long been our destiny. Our faith and our morale will test both the quality and the worth of that leadership.

“I cannot close without talking about our American Way of Life. There is another great anxiety abroad to the effect that we are about to lose our American way of life; that communism, socialism, or some other form of collectivism is about to usher in a superstate to direct our lives. If such a thing happens, it will be our own fault. If American enterprise is swept away, it will be because its leaders were frightened to death. The new wealth which we will create in the new world must belong to the people who created it; to the people who are willing to work, give of their energy, and who dare to say: **IT CAN BE DONE**. For enterprise and productivity has ever been stimulated and sustained by personal possession, and this is a truth which no propaganda can impair. If we engage all our energies fully in the business of production, none of the isms will ever prevail, for we have the fairest and most workable ism ever invented—**AMERICANISM**—the very embodiment of courage and enterprise.

“Most of you know of my confidence and faith in the air cargo of the future. It seems to me that this faith is so evident that it actually springs from the hearts of 130,000,000 people, and that my faith, confidence and action have been merely symbols of everyone’s faith and confidence.

“I sometimes hear it said that America needs a baptism of fire. This came to us at Pearl Harbor and Bataan. What we need now is a new baptism of faith and confidence from which will spring the morale to carry us beyond victory into the years of our greatest achievements, when our hopes are fulfilled, the era of good will devoted to building rather than to destruction.”

MYSTERY SHIP



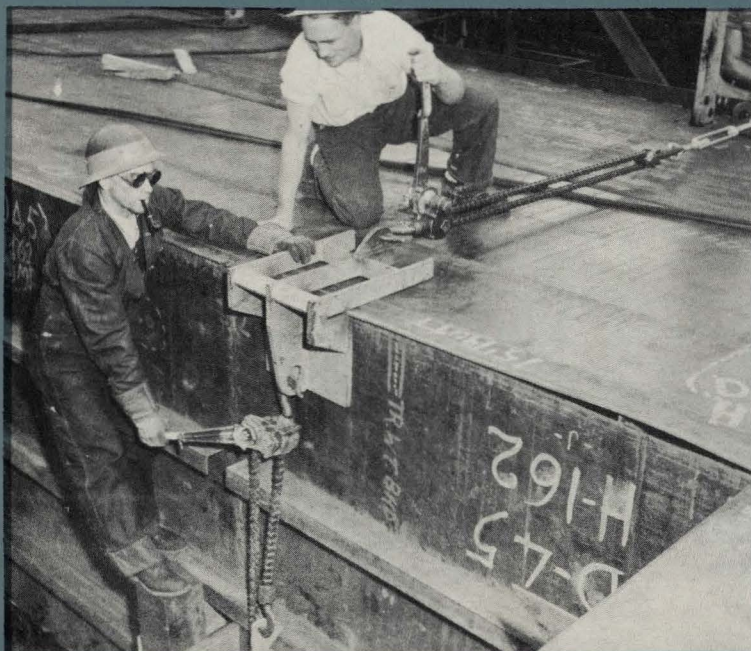
Perhaps employees of our three great shipyards have wondered why so little has been said in the Bo's'n's Whistle and in the newspapers about the craft being built at the Vancouver yard. It is possible that some time in the near future censorship restrictions will be lifted so that we can tell employees of all the yards about this ingenious craft, known to Vancouver employees as the ATL Tank Landing Vessel. It is impossible to say at this time just how many of these are being built, how big they are, and how they work. This vessel is, however, being constructed for the U. S. Navy by the Maritime Commission through a contract with Kaiser Co., Inc., Vancouver. For the benefit of O. S. C. and Swan Island employees, many of these vessels have already been launched

and are being outfitted at the present time.

The Bo's'n's Whistle regrets that more can not be said about the ATL, since all of the activity in the Vancouver yard is now centered on its production, but employees can be assured that just as soon as permission is granted, more will be told about them.

VANCOUVER TO BUILD 8 LIBERTYS

As construction on ATL vessels progresses, it is understood that part of the ways at Vancouver will be employed to build 8 more Liberty Ships and work will be started immediately on another deck house in the Deck House Assembly Building for use in connection with the Liberty Ships on this new contract.



THIS ONE HELPS BUILD ATLs FASTER

This new equipment, designed by Bud Smith, leadman on Way 3 at Vancouver, is another of those simple looking devices that makes one ask, "Why didn't somebody think of this before?" It consists of two jacks and three clamps, and is used in tying deck and shell plates to transverse bulkheads preliminary to welding. Through eliminating the use of dogs and saddles, this operation eliminates the need for tack welding and chipping. In addition to the saving in man hours, in this way it enables workmen to set as much as 4 feet of plate without changing the position of this equipment.

Bud Smith, the designer, has, with the cooperation and aid of his supervisor, Hugh Roberts, installed a number of other labor-saving improvements. This is typical of many time-saving ideas that can be put to work by studying a problem and using tricks learned in other trades to work it out. For example, this one is similar to an idea used to bind logs and lumber on trucks.



Raymond Weller, 35, waits in line at Vancouver before going through routing in Personnel Department.



Weller's wife and 14-year old son will join him later. Here Weller checks his identification card with a Personnel clerk.



At Hudson House, Weller and roommate Harold Russell flip a coin to see who gets bed next to window.

K-6 BRINGS 468 WORKERS TO VANCOUVER FROM NEW YORK

K-6 was aptly named. It was the sixth Kaiser Special to head west for the Kaiser shipyards. On it were some men who had not worked at a steady job for months. Others had given up positions in non-essential industries. Many races and ages were represented. But they were all Americans, anxious to take their place in the war program, eager to work and live in the Pacific Northwest.

OCCUPATIONS? TAKE YOUR CHOICE

One man had been a tree surgeon. Some were accountants. An ex-banker wondered how quickly he could adapt himself to new working conditions. A 54-year old laborer from Brooklyn, crossing the Hudson River for the first time, wondered if he'd get lonesome so far from home. An ex-New York patrolman figured that for once in his life he would get good fishing.

The men were good travelers because they were congenial, eager to get to the country where there was "elbow room," and because they had three square meals a day that were really meals. Most of them had never been out of New York and New Jersey, and the changing panorama held great interest.

At Missoula, Montana, the New Yorkers got a real thrill at the station when five cowboys and two cowgirls entertained with some fancy lassoing. Swinging ever westward, chugging up steep grades and piercing mountain ranges, the long train became a moving theatre with hundreds of men

lining the car windows watching the rugged landscape.

What did the men say when they stepped off the train? Here are their comments, in proper order:

"This is swell."

"When can we get a bath?"

"How soon can we go to work?"



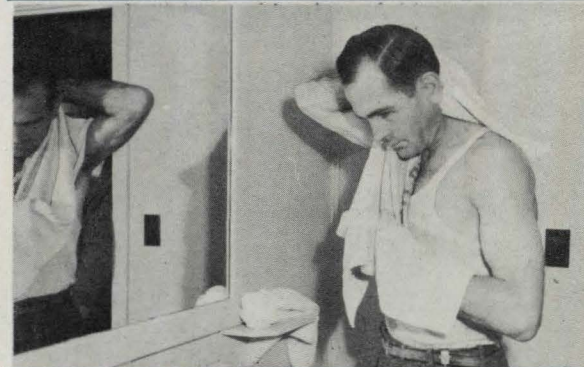
"Hey, they've got real springs in these Hudson House beds," grins Jack Hinklein, 23, ex-life guard at a New York beach. Hinklein, former New York High School swimming champion, takes to the West in a big way after a lifetime spent in New York City. Jack is a machinist's helper.



Hinklein's best friend is big Ben Brown, 38, colored ex-captain of life guards at the New York beach where Hinklein worked. Brown, graduate of Howard University, Washington, D. C., stands 6' 2", doubled for Paul Robeson in the Paramount filming of *Emperor Jones*, played college and professional football.

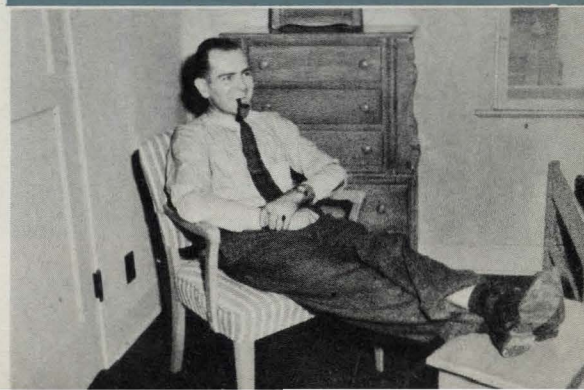


"Come on out, clothes. We're going to stay here quite a while." Weller unpacks and makes a bee-line to the washroom.

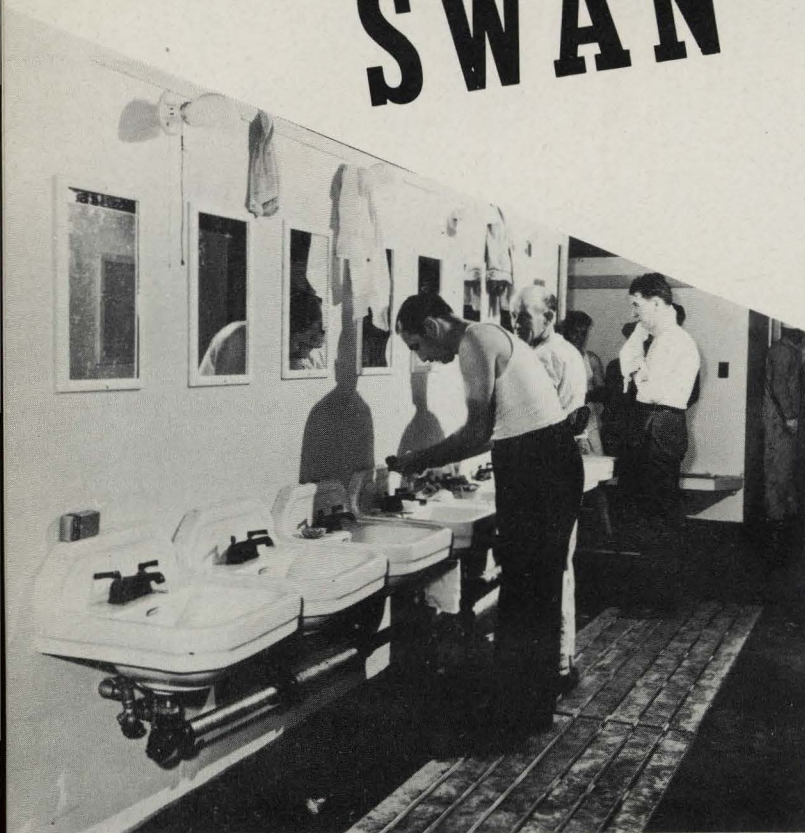


"Oh, boy! Lots of hot water and soap." 3,400 miles of train ride isn't exactly recommended for a beauty treatment.

Weller relaxes and puffs on his favorite pipe. From window trimmer in New York to shipwright's helper at Vancouver in less than a week is Weller's record.



SWAN ISLAND



New employees—mostly from New York—"spruce up" in the Swan Island dormitory washroom.

New employees at Swan Island swap yarns and deal a hand of rummy in the new, roomy dormitory quarters. Beds are comfortable, and each employee has his own locker.



Just seven days after construction started on the Swan Island dormitories, September 26, 400 workmen moved into the first two completed buildings. Since then the total has been brought to five completed buildings with adequate accommodations for 230 men each, totaling more than 1,150, with the accommodations being taken almost as rapidly as they were finished.

Room rent in the new Swan Island dormitories is 40c per day, \$2.80 per week. This includes complete bedding with a change of linen once a week.

A dining hall to accommodate 600 workmen is now nearing completion. This building will also include a commissary for personal supplies for the men. An administration building to be constructed soon will house dormitory offices and offer reading rooms, card rooms, pool rooms, barber shop, and a shoe repair shop.

Top soil has been brought in and landscaping, with lawns, baseball diamonds, horseshoe pits, and other recreational facilities is under way. An infirmary has been established in dormitory number four, with male nurses in attendance.



"Where's my baggage?" yells a new Swan Islander. Somewhere in this pile—he hopes—is that picture of the wife and kids. In 20 minutes or so it will be atop his locker in the new Swan Island dormitory.

TIME

is our only
weapon

This statement is not directed toward those loyal American shipbuilders who have put their hearts and souls into their work to fulfill the Kaiser Shipyards credo—"It Can Be Done."

It is directed, without pulling any punches, at those few individuals who still don't realize that this country is in a war, AND NOT WINNING IT! It is a straightforward plea—*For your country's sake, wake up, shipbuilders!*

We are proud of these yards; proud of the men and women who are unselfishly giving everything they have to make ships roll off the ways faster than man had ever dared imagine was possible. But we are not proud—we are ashamed and alarmed at the attitude of some who deliberately squander their time, their fellow worker's time, their country's time—time that is being paid for on world battlefields in *Blood*.

We are speaking to men and women who take that extra day off; to men and women who quit before their eight hours have been worked; to men and women who deliberately loaf, and who encourage others to loaf on the job. They are practicing sabotage as deadly and effectively as any ever planted in this country by Hitler and Hirohito. They are slackers not worthy to bear the name of Americans.

We are not winning this war. We don't have to be smart to know that—every headline, every broadcast, every bit of information we get tells the story of defensive action.

BUT WE HAVEN'T BEEN INVADED!—*The hell we haven't!* There's a dirty little Jap soldier sitting in every garage, on every tire, on every gas tank. There's a little Nazi storm trooper standing in front of your oil furnace, sitting in every home depriving you and me of the things that we, as free Americans, have always had. Worse—there is blood being spilled every minute of the day, blood of men and women like you and me—blood of people who are fighting for the thing we call Liberty.

How are we going to win? We can and will win because we have ability. Ability as free people to think for ourselves. Ability to organize our vast resources, our manpower, into a mammoth fighting factory for producing more war weapons than our enemies, and the trained soldier-power to use these weapons effectively.

But—we are short of Time. Look. It is estimated that three million men have been killed on all fronts since Pearl Harbor. That means eight men have been killed every minute of every 24 hours since that mine. *Eight men a minute?* Do you wonder that time is our only weapon? That delay, loafing, extra days off are as criminal as deliberate sabotage?

By working hard, efficiently and effectively to speed up our production, we can *save lives*.

Time is all important. The responsibility to use time to the best advantage does not rest with the administration, with the state, the shipbuilding management. It rests with YOU.

It is not enough to do a job. To win, all of us must do more, willingly and unselfishly. We dare not maintain the "business as usual" attitude that spelled defeat for so many other countries.

Let men or women who do not want to work—get out. Let someone fill the place who is a red-blooded American with enough courage to work hard. When we win the war, we can thank God that the majority of the men and women who love this country had the plain common sense and loyalty to do *more than their share*.



8 fighting men are killed every minute. Let's cut down man loss by eliminating time loss.

100 PER CENT AMERICAN



In answer to a statement in the last Bo's'n's Whistle that Mrs. Etta Rowe, welder, puts 60 per cent of her salary into war bonds, and the question, "Can anyone top this?" the Vancouver Bond Dept. throws this one at us.

Mrs. F. S. Arnold, receptionist at the appointment desk at the Northern Permanente Hospital for the Vancouver yard, is putting 100 per cent of her salary into the purchase of war bonds every week.

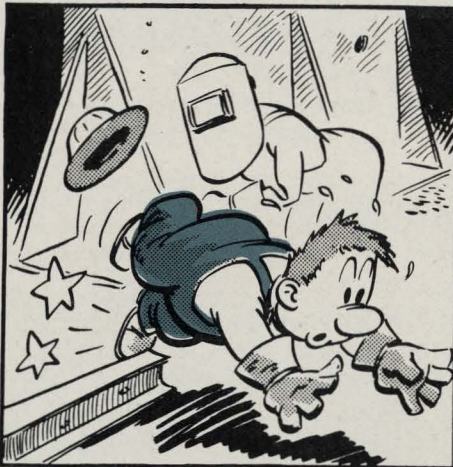
Her pay is such that after deducting 60 cents weekly for the Northern Permanente Hospital and Medical Plan, the balance just exactly buys a \$50.00 war bond.

OLD MAGAZINES NEEDED

Shipbuilders have volunteered to go one step further than completing the ship. Many hundreds are donating magazines to be placed on these ships for the crews to read. More are needed. Best liked are sports, popular fiction, news digests, detectives, Westerns, comics and pocket books of all types.

Bring your contributions to Room 216, O. S. C. Administration building, or to the guard offices in all three yards.

STUBBY BILGEBOTTOM by Ernie Hager



PAINTING ONE IN FOR TOKIO

Six ship painters at Oregon who know why they are working and what they want to accomplish.

They are F. W. Punoyer, W. T. Boyd, R. A. Stevens, H. S. Pigg, W. E. Carpenter and H. A. Meyers, and every one of them has sons, brothers or cousins in the armed forces stationed in foreign lands.

To back this up, they not only buy U. S. War Bonds to the top of their ability, but they give the finishing "touch" to each Liberty Ship with an extra "slap" for Hirohito.



GUARDETTES

A NEW SERVICE FOR FEMININE EMPLOYEES

Something new has been added; even the burly ranks of the O. S. C. Guard force have been invaded by the gals. Four ladies will assist the male guard force in the capacity of law enforcement, and will also be on hand to counsel with women workers. The ladies are Mae Feist, Ruth Givens, Chloris Hutchinson, and Margaret Ward. They will occupy an office on the second floor of the recently completed First Aid Building near the Mold Loft, maintaining a 24-hour service. Any feminine employee may come to them for counsel and advice on any matter or condition which may be causing them annoyance while on duty in the yard.

Miss Mae Feist knows her job well. She has had many years of experience as a social service worker in Portland.



Miss Ruth Givens comes from the 13th Naval District in Seattle, where she was secretary for the Confidential Correspondence Department. She has also done her bit in social service work.

Mrs. Chloris Hutchinson was for many years a social service worker and police matron for the city of Portland.



Mrs. Margaret Ward is backed up with 16 years of experience as a police matron and investigator for the city of Portland. Recently she was a telephone operator at O. S. C.

CORPORAL JOE

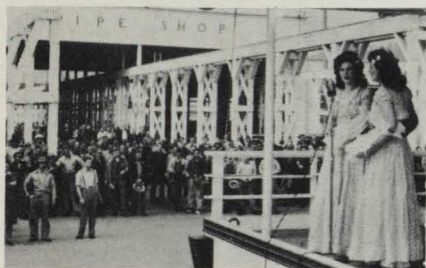
On the business end of this mop is Corporal Joe Eivers, formerly with O. S. C., who drew many of the cartoons appearing in early issues of the Bo's'n's Whistle.

Joe entered the army last spring, and is now studying to be a radio mechanic. The picture was sent recently from his army camp in Valparaiso, Indiana.





NEWS AND VIEWS OF THE THREE SHIPYARDS



SWAN ISLAND ENTERTAINED

Entertainment for yard employees at Swan Island on September 22 was provided by a group of talented radio and stage stars. Among those contributing their talents were, Billy Starkell, Bunnell Sisters, and Carol Worth, "Miss Oregon."



LADIES BUY BONDS

Twelve workers at O. S. C. who have quit worrying about "seams in stockings" are now concentrating on the seams in the side of a Liberty Ship. Those standing subscribe \$18.75 per week toward war bonds, and those sitting put in \$37.50 weekly.

Pictured are Vera Higdon, Selma MacLeod, Ida Anderson, Pat Johnson, Helen White, Marie May, S. Pine, B. Campbell, and E. Whitney.

TONY AMATO



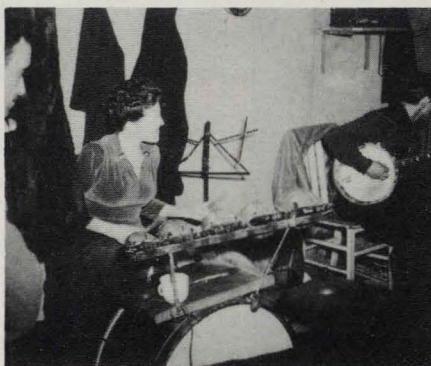
Shipfitter, lawyer, football star . . . that is Tony Amato of the Swan Island yard, one of the mainstays of the Boilermakers' football team. He says that his chief interest at present is to swamp the Japs under a flood of production.

Tony played guard on the University of Oregon team in 1935, '36 and '37, and was captain his last year. He completed his law course and passed the bar in 1939.

BARN DANCE

Times Square was never like this! And the rug cutters from Manhattan found that there was a thing or two they didn't know about Western hospitality.

The occasion was a barn dance at Sifton, Washington, 10 miles from Vancouver, on the night of Saturday, October 10. The men from Hudson House were well represented with many new workers from New York. The press was out in full force, too, for not only were Bo's'n's Whistle and the new Hudson News represented, but Pic Magazine also covered the show—and it was a real show.



"What's Ina Ray Hutton got that we haven't got?" says May Schraeder, drummer in the orchestra which entertained New Yorkers at the barn dance.



This one is called the Paul Jones, and Verne McGill, of Hudson House, is right at home. Verne is a material checker in Bay 14 of the Vancouver assembly building.



Dolly Stone, one of Vancouver's feminine welders, plays the violin, while Nat Machel of New York and Hudson House dances with a lady named Virginia.



Hal Schapiro, new addition to the progress department at Vancouver, gets a real Western workout in a square dance—Washington style.



May Schraeder not only played in the orchestra, but took time out to show the men from Hudson House some of the fine points of the Virginia Reel.

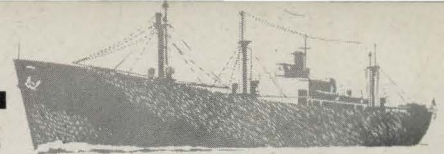


The Western editor of Pic Magazine, Don Allen, interviews (left to right) Hal Schapiro, Orpha Polaski, photo control draftsman at the Vancouver yards, and Milton Cohen.



"Boy, am I having fun?" says Hal Schapiro, apparently trapped in a square dance.

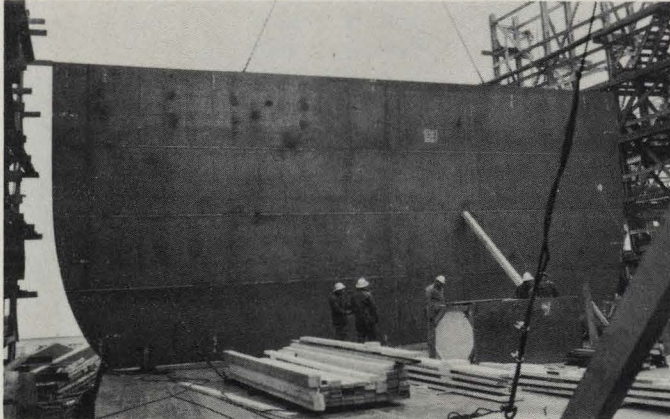
HOW LIBERTY SHIPS ARE BUILT



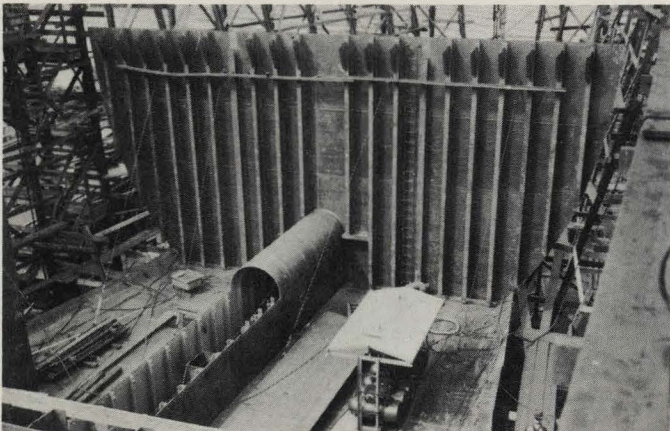
BULKHEAD INSTALLATION

By A. B. Cadman, Cost Dept.

Inner bottoms are no sooner in place than the erection of bulkheads begins. There are many types of bulkheads used in the construction of a Liberty Ship. The majority of these might be likened to the walls and partitions which divide a building into rooms. But these bulkheads, in addition to providing compartments for machinery, crew,

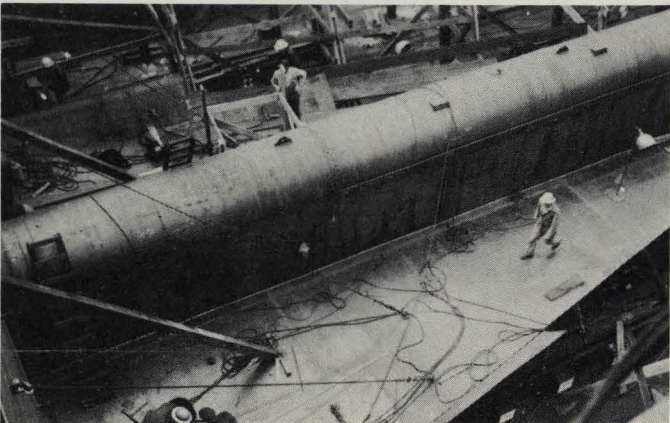


Bulkheads are big! Largest are nearly 57 feet wide, 25 feet high, and weigh nearly 28 tons.



The shaft alley, assembled along with the bulkhead, forms a watertight compartment housing the propeller shaft.

Looking aft, the shaft alley joins a newly erected bulkhead section.



supplies, and wet and dry cargo, serve these other very important purposes:

1. Stiffen the hull structure so it will hold its shape against the outside water pressure, and the twisting and racking of the vessel in a sea-way.
2. Support and distribute the weight of the topside structure and equipment.
3. Divide the ship into watertight sections or compartments so it may be brought safely to port, even after one or more compartments have been damaged or flooded.
4. When the vessel is in drydock for repair or cleaning, the docking blocks are placed directly under the bulkheads which serve to support and distribute the weight of the ship without distortion or stress.

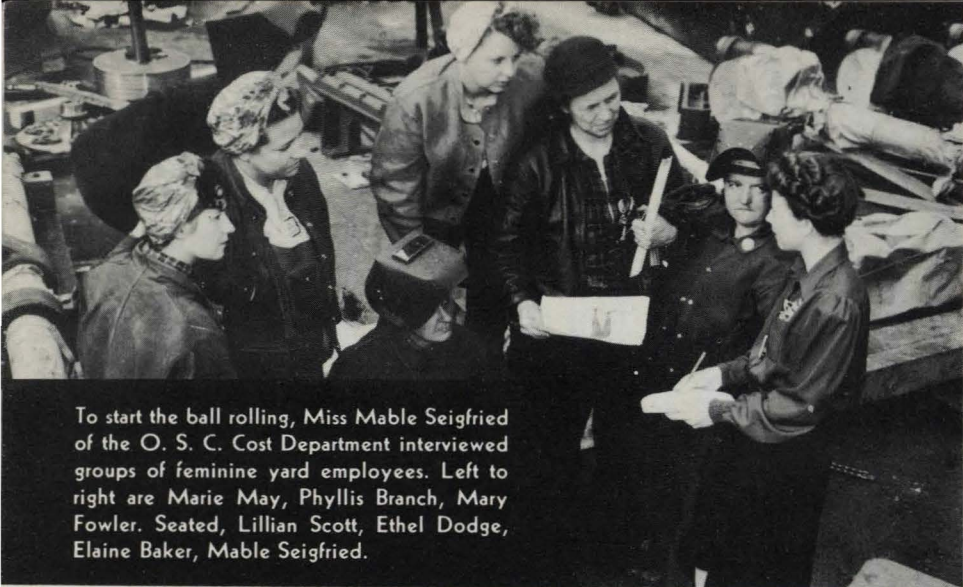
As with the inner bottom sections, all major transverse and longitudinal bulkheads are prefabricated and assembled before they are delivered to the ways. Preparatory to swinging a bulkhead in place aboard the hull, the location it is to occupy is determined and carefully laid out. After this has been done, steel wedges or "butterflies" are welded to the tank top to guide and hold the section in place. As soon as it is dropped into place by the crane, it is quickly secured with shores, wedges, and guy wires.

Combined crews of shipwrights and shipfitters then put it into position according to the plans. It is then trimmed and welded to the specifications.

The first bulkheads to be installed are the transverse bulkheads just aft of midships. The space between these bulkheads is called the machinery space. In this space later will be installed the Main Engines, Boilers, Condensers, Pumps, Generators and Valves. As construction progresses, additional transverse and longitudinal bulkheads are positioned and welded into place.

One of the most important installations taking place while bulkheads are being erected is the erection of the shaft alley, or shaft tunnel, as it is sometimes called. This structure, which is also prefabricated and partially assembled outside the hull, is a watertight passage housing the propeller shaft. It extends from the engine room to the bulkhead at which the stern tube commences. It enables workmen to have access to the shafting and bearings, but at the same time prevents damage to these moving parts from cargo in the spaces through which it passes.

It should be kept in mind that the installation of this equipment goes on simultaneously with the erection of bulkhead sections and other parts of the ship. While bulkhead construction is progressing, other simultaneous activities include installation of boiler foundations, engine pads, miscellaneous machinery foundations, piping, and erection of brow plates. These specific installations will be discussed in a later chapter.



To start the ball rolling, Miss Mable Seigfried of the O. S. C. Cost Department interviewed groups of feminine yard employees. Left to right are Marie May, Phyllis Branch, Mary Fowler. Seated, Lillian Scott, Ethel Dodge, Elaine Baker, Mable Seigfried.



Fresh from the manufacturer comes this smart model. Miss Seigfried shows Elsie Foster the zipper pocket.

SHIPYARD *Fashion Preview*

When a story, "War Fashions for Feminine Safety," appeared in the September 10 issue of *Bo's'n's Whistle* the results were immediate and interesting. Shipyard women indicated that they were more than willing to cooperate by dressing safely. They also brought up the fact that most of them were trying to fit themselves into men's clothing. Now, when the good Lord created men and women he designed them from different blue-prints, which all means that clothing designed for men will rarely fit women. Taking a tip from these feminine reactions, the *Bo's'n's Whistle* engaged a well-known fashion designer to sketch several suggestions for women's working apparel. These sketches were submitted to women in the yards by a representative of a nationally known women's magazine and by Miss Mable Seigfried of the Cost Department at O. S. C. Several hundred women were interviewed in various departments, and their criticisms and suggestions were tabulated.

One of the most important decisions made by women workers apart from features of comfort and safety was

The men like 'em, too. First nighters at this preview were men from the Assembly area.



that *they did not want to look like men*. What they really wanted was a practical, warm garment that was more adaptable to the feminine figure. Following the suggestions of women on the job, a Portland manufacturing concern known for its smart ski clothing, made a sample suit shown on this page. We see it here modeled by Miss Elsie Foster, lead woman for the women welders and burners of O S.C.

The material is 65% wool — 35% cotton gabardine, it is warm, resists tearing, and is water-repellent. The color is slate blue. The garment is of one-piece coverall style, belted to give the appearance of a two-piece garment. It has concealed buttons, a zippered cigarette and coin pocket, and two roomy slash pockets in the trousers. Besides its snug-fitting collar, the principal safety feature is a strap which can be buttoned tightly around the ankles for safety and comfort. An extra long shirt tail gives double protection over the hips, and the patented side fastening of the drop seat, which is attached to the self-fabric belt, makes this garment adjustable to the not-so-slender figure.

LADIES! Manufacturers want your comments on this garment. If it proves to be attractive, comfortable and serviceable from your point of view, local stores will be urged to place it on the market. Other models are being developed in denim and other lower-priced materials. Drop your comments in a Suggestion Box, addressed to the *Bo's'n's Whistle*.



Not only smart but comfortable is this new shipyard costume, with its extra long shirt tail for warmth and protection.



A patented fastening in the side and an adjustable belt makes the garment ideal for all types of figures.

Before an admiring audience Elsie Foster models the new garment, while Mable Seigfried demonstrates the safety ankle strap.



RUMOR

An ambulance goes screaming by someone says, "Another man killed" . . . and another rumor starts on its way. Somebody mentions it outside to a friend as a "possibility" . . . and day after tomorrow it's "I know a friend who works in the shipyard himself, and he said . . .

There are many kinds of rumors that hurt war production. Material bottlenecks, suspicions against other workers, dissatisfaction with your job . . . and many of these are purposely planted by clever Nazi propaganda agents. Large groups of men working together in our shipyards offer a natural place to further the spread of rumors.

We have all heard stories of six men being killed in one accident, and others equally absurd. Here is the truth about all accidents to date in all three Kaiser yards. Less than one hour of time, per month, per worker has been lost through accidents. Or, another way of saying it . . . less than one out of each 100 workers loses any time through accidents in an average month; and most of the lay-ups are of one, two, or three days only.

We hear many rumors of the hundreds of men killed at shipyards. Since their beginnings in the three Kaiser yards there have been the following fatalities: Oregon 12, Swan Island 3, Vancouver 1. This averages one fatal accident for every 4,583 man years! Or, based on 312 work days a year, a worker has only one chance in 1,429,896 of losing his life when he goes to work each day. Fortunately, most of the ambulances that leave our shipyards are the cooperative, remodeled variety that haul men to their jobs, and the hearses are fitted out with seats to haul live—extremely live—workers.

A popular rumor recently was that "Several lives were lost in the setting of the 10-day construction record." Actually NO lives were lost in the complete construction of the Joseph N. Teal, and the record of all injuries on this vessel was better than the average.

The best proofs of safety for shipyard work as compared to other trades are the insurance rates of the Oregon Workmen's Compensation Law (set by the State Industrial Accident Commission) for O. S. C. The average rates for industries similar to shipbuilding are from \$5.00 to \$6.00 per \$1,000 of payroll. The rates for O.S.C. were originally set at \$5.00. On July 1, 1941, they were lowered to \$1.86, then again on July 1, 1942, to 92c.



"Nazi" Inspired Rumors

"Mental confusion, indecisiveness, panic," Hitler once said. "These are our weapons!"

Distant as we are from Hitler and his henchmen, we find that radio easily spans oceans and continents to hit right home here in Portland, Vancouver, and every "home town," large or small, to create distrust of our fellow workers, employers, allies, military leaders, governmental leaders, through uncertainty, fear, tension and anxiety with the hope that

it will lead to panic among the American workers. We may scoff at such a possibility, but it is astounding how good American citizens "unknowingly" or "unthinkingly" are cooperating with Hitler.

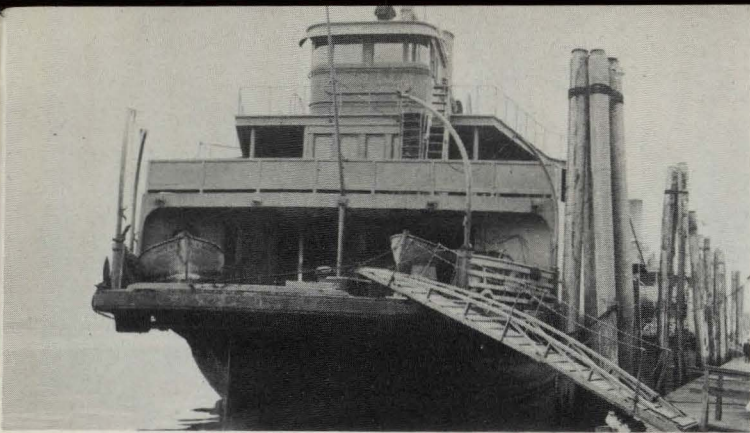
Day after day, the Axis short waves pour falsehoods into the United States. Hitler communicates with his agents here by these short-wave broadcasts. Listening to the programs, they learn the current propaganda line and immediately act upon it, spreading rumors that will leave the impression on American minds that Hitler wants.

Hitler short-wave broadcasts have charged that landing of American troops in North Ireland was timed "to coincide with Roosevelt's gradual absorption of Australia and Canada." Via short wave, Hitler tells us that "American foreign policy is dictated from Downing Street rather than from Washington, and will leave America holding the bag." To England, however, he cries, "The British Empire is dissolving like a lump of sugar into Roosevelt's teacup." Every sign of doubt and confusion is magnified a thousand-fold and sent back over the air.

His strategy will follow no set pattern. One line will be pursued today, another tomorrow. But always his broad aims will be the same: to separate us from our allies by arousing distrust of them; to create friction within the United States in order to divert us from our true enemy—the Axis; to paralyze our will to fight.

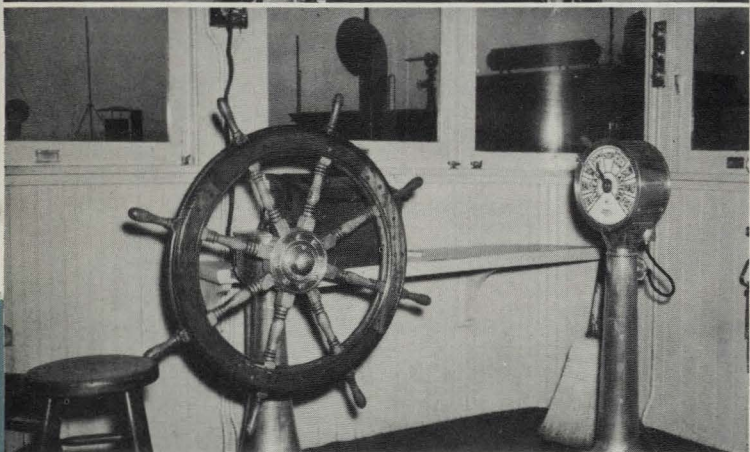
If you hear any such statements, and wish to report them, write the facts out clearly, address them to the Bo's'n's Whistle, and drop them into the nearest Suggestion Box. Then, forget them. They will be traced if possible and turned over to the proper state or federal authorities.





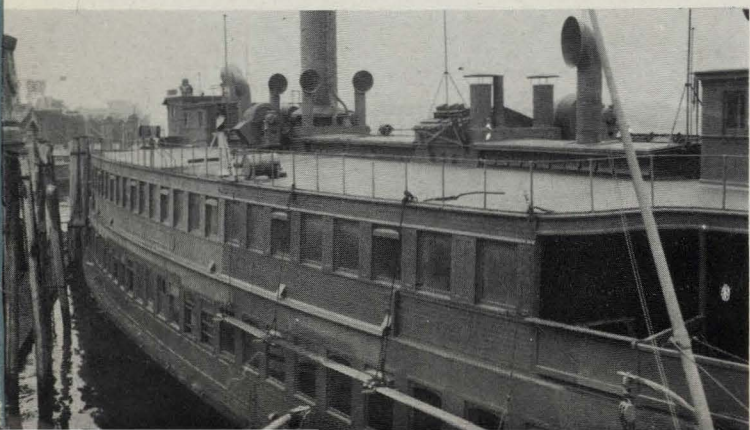
Bow or stern—they both look the same—view of the "Hayward." The main deck carries lifeboats. The saloon deck is located directly above.

The main passenger deck. Seats and trim are of Honduras mahogany. Each passenger has a life preserver beneath the seat.



Inside one of the two pilot houses. Here the captain gives orders to the six men who work in the engine room.

Broadside view of the "San Leandro." Note the identical pilot houses on either end.



*"The ferries comin' 'round the bend
Will soon be filled with shipyard men."*

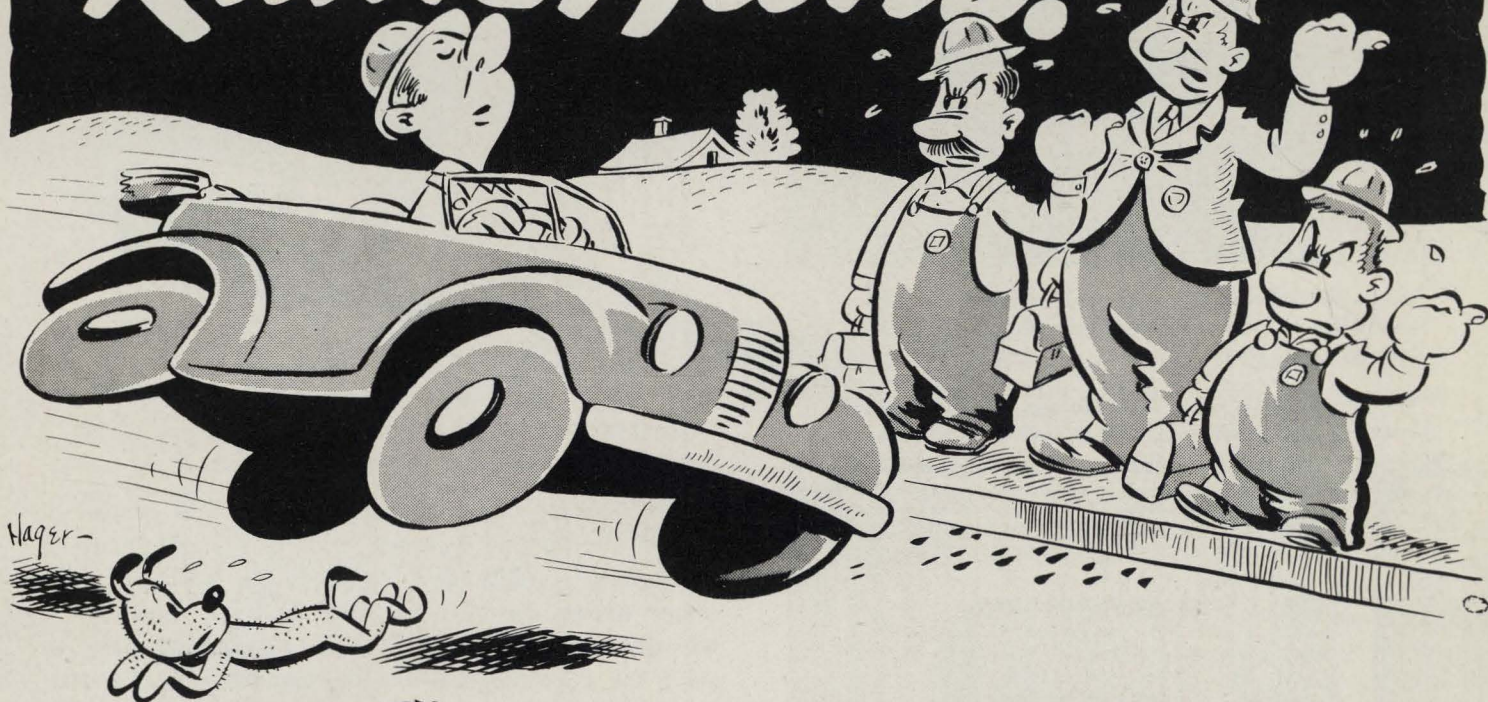
The rhyming might be improved, but this prophetic song of the Singing Sentinels, O. S. C.'s Guard Quartet, will soon be a reality. In a few weeks the two 3,500-passenger ferries, the "San Leandro" and the "Hayward," will assume new names and come out of retirement to serve the shipbuilders of Oregon and Swan Island. Renamed the "Liberty Clipper" and the "Victory V", these two historic crafts will ply the waters of the Willamette in their regular runs to Swan Island and Oregon Shipyards. And when they do, rubber-hoarding Hirohito and gas-hungry Hitler will take another rap on the chin, for this new service will go a long way to solve the transportation problems of local shipworkers.

Many of us remember these two ferries. They played an important and romantic part in the lives of thousands of San Francisco and Oakland residents. Many an editorial was written and many a protest was made when the splendid new Bay Bridge threw them in the discard, and it isn't hard to believe that these same ships will again help men and women form new friendships on the 35-minute runs between the shipyards and the downtown terminal now under construction on the seawall between the Burnside and Steel Bridges.

The two ferries are identical in construction and capacity. The hulls are of steel, having a 62-foot beam, 11 feet 6 inches draft, and 240 foot length. There are two decks, the main deck seating 1,900 persons, and the saloon deck with accommodations for an additional 1,600. Like street cars, these ships do not have to turn around, as there is a pilot house and an identical 650-horsepower electric motor and propellor on either end.

Remodeling of one of the ships will be completed by November 1. However, the ferries can not be put into operation until the central terminal downtown and the Swan Island and Oregon Ship landing slips are finished. These slips are now under construction and should be completed within 40 days. Shortly, fares and timing schedules will be available.

Ridin' Alone?



PICK UP A PASSENGER AND GIVE THE AXIS A RIDE

The record of drivers sharing their cars with other workmen at the three Kaiser yards is good—but it will have to be better as more and more tires wear out — as gasoline becomes harder to get.

We can help work out the serious transportation problem by riding to work with a full load of passengers, and the Transportation Department in each yard promises to

find you all the extra passengers you can carry if you will let them have all of the information on the card below.

This is urgent—it requires your immediate attention, for every mile you drive alone is a mile away from victory.

There are employees living in all sections of the city and surrounding territory. Here's a chance to get together and fill up those extra seats, or if you do not have suitable transportation, to find it. From the average employee's standpoint, it is impossible to obtain new tires—very difficult to obtain recaps or even used tires. Certainly you will be eligible for tires of any kind only if you carry the required number of passengers, so here's a chance to help yourself by helping others.

FILL OUT THIS CARD TODAY

FILL OUT THIS CARD AND DROP IT IN A SUGGESTION BOX. These are at the Time Checking Stations at O.S.C. and throughout the yards at Swan Island and Vancouver.



FILL OUT THIS CARD

Drop it in a Suggestion Box Today

Badge No..... Shift—Day..... Swing..... Grave.....
 Phone No..... Day Off Letter.....
 Yard—Oregon..... Swan..... Vancouver.....
 Name.....
 Address.....
 Do you drive your own car?.....
 How many passengers do you carry?.....
 How many additional passengers can you carry?.....

I'll Pick Up a Passenger and Give the Axis a Ride



LAUNCHED	84
DELIVERED	80

No. 1 man in the latest shipyard drawing was John L. Kuhn, burner, who chose as sponsor of the SS "James McNeill Whistler" Miss Doris E. Porter. She christened the "Whistler" on September 17.



Oregon's 79th, the SS "Salmon P. Chase," was sponsored on October 2 by Mrs. Bayard L. Lovell, wife of an O. S. C. graveyard shipfitter, second man in recent drawings. Matrons of honor were Mrs. Everett Day and Mrs. Kenneth Dunkleberger.



The SS "Stephen Girard" went down the ways on October 5 sponsored by Mrs. Frederick Greenwood, wife of the president of the Bank of California, Portland.



The wife of Frederick N. Mills, of the American-Hawaiian Steamship Lines, sponsored the SS "Henry Dearborn," Oregon's 81st ship, launched on October 8.



Harold Nimitz, Oregon Plate Shop burner, chosen as No. 3 man in a recent drawing, selected his mother, Mrs. Fred Nimitz, to sponsor the SS "James B. Stevens" on October 10. Her matrons of honor were Mrs. Edmund Dermer and Mrs. George Dermer.



VANCOUVER YARD BLOOD DONOR'S POOL

Occasionally accidents or sicknesses occurring to workers are of such serious nature that it is necessary for the doctor to order blood transfusions. The Northern Permanente Foundation Hospital for the Vancouver Shipyard has started a Blood Donors' Pool, with every workman in the yard given the opportunity to contribute to this cause. No blood is taken until needed. Each person's blood is simply classified and recorded for possible use. Many men and women have already joined this pool, but it is not yet adequate for any emergency that might arise.

To have your blood "typed" go to either the Central First Aid station in the yard, or to the laboratory at the Northern Permanente Hospital. You will be given a card specifying your type, and will be called only in an emergency. Full information regarding your name, work badge number, foreman's name, residence, and other facts should be given so that you may be reached quickly when needed.

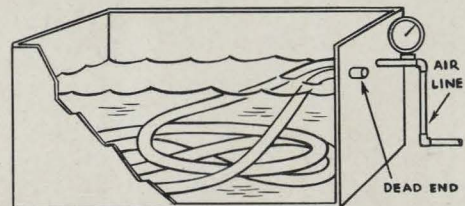
IDEAS



About to test a length of acetylene hose are, left, Mr. G. Wold, way foreman, and Elden Weller.

Many of our best production tools are the ideas of workmen. One such plan which was submitted to the Oregon Suggestion Department for consideration is now in operation, saving many man hours in the testing of acetylene and oxygen hose for leakage. This new device is the brain child of Mr. Elden Weller, burner and leadman in the Assembly Building.

In operating this new equipment, a 50-foot length of hose is submerged in a tank of water and connected to an air line. Air, under 60-pound pressure, is forced through the hose, causing bubbles to rise to the surface if there is any leakage. The tank is made of scrap sheet iron, 4 feet square by 2 1/2 feet deep. Located under Way No. 7, at O. S.C., it is now used to test all of the hose on the ways.



Air under 60-pound pressure enters the air line, forces bubbles to the surface of the water if hose leaks.

RECORDS? HERE'S WHAT COUNTS

Oregon Shipbuilding Corporation again leads all of the shipyards engaged in the construction of Liberty vessels on the basis of rate of delivery of vessels per way for the month of September. Oregon Ship delivered 11 ships from its 11 ways in September for a rate of delivery of one ship per way per month; Cal Ship, its closest competitor, delivered 12 ships from its 14 ways or at the rate of .86 ships per way per month, and Bethlehem Ship Corporation, in third place, delivered 12 ships from its 16 ways or at the rate of .75 ships per way per month. The unit of output per way per month cannot be overly stressed, for in the final analysis it is the only true measure of the production effort and accomplishment of the men and women building ships.

✱ ☆ ☆

We wish to thank our many friends on the Outfitting Dock, Swing and Graveyard Shifts, for their kindness and sympathy during our recent bereavement, on the loss of our daughter, Joyce Elaine.

DEWEY RAINBOLT,
Rigger Leadman, and Family.

IT'S A TRADE, SHIPBUILDERS...



...you waste **1** minute,
I'll take **8** more lives!